

Chapter XIII

DEVELOPMENT OF AVIATION TRAINING

The Army had developed a firm foundation for its aviation training with the establishment of the United States Army Aviation School at Fort Rucker. As 1955 began, the most aggravating training problem was the continued sharing of Army aviation with the Air Force. The efforts to consolidate all training under Army control bore fruit during the next two years. At the same time, the Army Aviation School continued to grow, and new unit training commands were established.

Transfer of Training from the Air Force

Early Interest in Training Consolidation

Attempts had been made to consolidate all Army aviation training under Army control since before the Korean conflict. Financial problems and Air Force reluctance to transfer the responsibility had aborted the effort of early 1954. In November, the Secretary of the Army noted in a memo to the Secretary of Defense that the increased Army use of helicopters and fixed wing aircraft made it essential to maintain maximum efficiency and flexibility in the training of Army personnel. The Army was convinced that by managing all aviation training, its personnel would be better utilized and more responsive to special needs. The Secretary of the Army therefore urged that the Secretary of Defense transfer to the Army the primary pilot and mechanic training of aviation personnel then being conducted by the Air Force at Gary Air Force Base.

The Secretary of the Army presented two possible solutions. The Army could use contractor-furnished facilities for primary fixed wing training and for primary helicopter training, thus freeing Gary Air Force Base for Air Force use. Or, as an alternative, Gary Air Force Base could be transferred to the Army for primary helicopter and fixed wing training if the Air Force had no other requirements for the base. Either solution provided full utilization of existing facilities without duplication.

Because the Air Force successfully contracted with civilian flying schools for all primary pilot training of Air Force pilots, the Secretary of the Army believed that contract training was economical and effective. If full responsibility for Army aviation training were assigned to the

Army, the Army would propose to conduct all primary flight training by contract with civilian flying schools.¹

As a follow-up to the request of the Secretary of the Army, in January 1955, Assistant Secretary of Defense for Manpower and Personnel Carter L. Burgess reported to the Deputy Secretary of Defense that disagreement between the Air Force and the Army over training responsibilities had resulted in duplicate requests for funds to conduct primary flight training in the FY 1956 program. The Army insisted that control of all aviation training would be more efficient and economical and that it in no way duplicated Air Force training. The Air Force disagreed, claiming that duplication already existed. The Assistant Secretary of Defense therefore proposed a detailed study of the problem to determine appropriate training responsibility for aviation personnel required by the Army. A study of the flight and technical training programs of both the Air Force and the Army would be conducted to determine Air Force capability to provide trained personnel. The relative costs involved in the separation of Army aviation courses as against Army utilization of Air Force facilities to meet Army needs would also be compared.²

The Department of the Army informed CONARC that action had been taken to include \$1.8 million in the FY 1956 budget for civilian contract primary flight training for cargo helicopter pilots. On 25 March, the Department of the Army requested that CONARC establish and supervise the training. Final proposals were received from the Army Aviation School on 31 May, and CONARC submitted its recommendations to the Department of the Army on 6 June. Ten days later, the Department of the Army designated Third Army as the negotiator of the contract and established 1 October as the starting date.³ Because of funding and negotiating difficulties the tentative date of the contract was delayed from 1 October to 1 May 1956. The original contract would continue through fiscal year 1957 for a total of fourteen months.⁴

In late 1955, the Air Force requested that part of the Army's input to primary fixed wing classes conducted at Gary Air Force Base be directed to Spence Air Force Base, Moultrie, Georgia. The twenty-seven students in Class 56-7 began training on 3 January 1956 and became the first Army students to receive training in the L-19 from a civilian contractor.⁵

Army Assumption of Training Responsibility

After thorough consideration of all factors involved in Army aviation training, and discussions with the Secretaries of the Army and the Air Force, the Department of Defense concluded on 19 April 1956 that the Department of the Army should have responsibility for the aviation training required to support Army activities. This responsibility was to include the four aviation training courses then being conducted for the Department of the Army by the Air Force.

As a matter of economy and of operational efficiency, existing facilities and in-place equipment was to be utilized to minimize additional and highly specialized construction. Those purposes would best be served by using existing facilities at Wolters and Gary Air Force Bases rather than establishing and operating those activities on additional nongovernmental facilities. Both of the bases were surplus to Air Force requirements and had been scheduled for



Headquarters, U.S. Army primary helicopter school and Camp Wolters, Texas.

inactivation. The Army was to conduct primary fixed wing pilot training by civilian contractor at Gary Air Force Base, San Marcos, Texas, and primary helicopter pilot training by civilian contractor at Wolters Air Force Base, Mineral Wells, Texas.

The transfer of program and command responsibilities would relieve the Air Force of providing maintenance personnel support for elements of Army aviation training. The Secretary of the Army, in coordination with the Secretary of the Air Force, was directed to formulate plans for the orderly, effective, and timely assumption of the transferred responsibilities and submit such plans to the Secretary of Defense for approval. The Secretaries of the Army and the Air Force were directed to develop guidelines for the transfer agreement and submit them jointly to the Secretary of Defense for approval by 1 May 1956.⁶

CONARC assisted in the development of an Army position through participation in a conference conducted by the Deputy Chief of Staff for Operations, Department of the Army, 23-25 April. Other participants included representatives of the Air Force, the Army Aviation School, and Fourth Army. On 27 April, CONARC assigned to the Commanding General, Fourth Army, the command of Gary and Wolters at such time as the transfer became effective and designated the Commandant, Army Aviation School, as technical adviser to assist Fourth Army in the development and consummation of the necessary planning.

On 2 May, the Department of the Army directed CONARC to initiate planning and to take necessary action to accomplish the transfer of training. This included the phasing in of contract training for fixed wing pilots at Gary Air Force Base with the target date of 15 November, and the initiation of mechanics courses and officer courses at Fort Rucker. CONARC would initiate contract primary training for cargo helicopter pilots at Wolters Air Force Base with a target date of 1 January 1957.

In order to accomplish the required detailed planning at all levels of command, the Department of the Army requested that it be furnished military and civilian personnel space requirements, identified by grade and MOS, and Maintenance and Operation funds required by project, giving details and indicating bases and method of computation. The Department also requested that CONARC report the capability of the CONUS armies to meet enlisted personnel requirements from their own resources. Maintenance and Operation repairs and utilities projects which would require Department of the Army approval would also be reported, indicating costs. Construction line item priority lists and detailed justification sheets for construction projects recommended for inclusion in the FY 1958 Military Construction, Army (MCA) program would be in integrated sequence to indicate their appropriate priority within line items previously submitted.

On 9 May, CONARC directed Fourth Army to furnish directly to the Department of the Army information pertaining to personnel spaces and Maintenance and Operation fund requirements for Gary and Wolters and estimated costs of repairs and utilities projects. Fourth Army would complete detailed plans and implement them by joint coordination between its headquarters and the Air Training Command or the Continental Air Command of the Air Force. On 10 May, CONARC assigned the Army Aviation School the responsibility for the Officer Rotary Wing Pilot Course and the two enlisted mechanics courses then being conducted at Gary Air Force Base and directed that phased plans for the orderly assumption of these additional missions be submitted.⁷

A major concern of CONARC during this transition period was the optimum distribution of the various Army aviation training courses among the three installations soon to be at its disposal. Another problem was the orderly phasing out of the various types of training being conducted for the Army by the Air Force and the timely rescheduling of this training, in some cases at new locations, in others, under civilian contract. CONARC submitted its plan for the accomplishment of these objectives to the Department of the Army on 9 June. Both the Department of the Army and the Department of the Air Force approved the CONARC plan.

The plan provided that the Fixed Wing Officer Pilot Course (Army Primary Flight Training) would be retained at Gary. By terminating Air Force instruction as of 1 December 1956 and resuming instruction under civilian contract beginning on or about 1 January 1957, the scheduled course input could still be maintained. The Officer Rotary Wing Pilot Training Course would be transferred from Gary to Fort Rucker. Input to this course at Gary was to terminate in June 1956, with the last students phasing out in August. The first class scheduled for Fort Rucker would begin on 13 July 1956. The Enlisted Fixed Wing Maintenance Course and the Enlisted

Rotary Wing Maintenance Course would also be transferred from Gary to Rucker. Inputs to these courses at Gary were to terminate on or about 1 September, with the remaining students phased out by December. The new classes at the Army Aviation School would begin on or about 1 October.

The Army Aviator Transport Pilot Course (Phase II) was to be implemented at Camp Wolters as an 18-week contract primary helicopter flight training course on 7 January 1957. This training was to be followed by a 12-week Army Aviator Transport Pilot Course (Phase III) at the Army Aviation School starting in May 1957. The more advanced training in utility and cargo helicopters would be implemented at the Army Aviation School to qualify students in transport helicopters. Army aircraft and helicopters assigned to the Air Force for the training of Army students would be turned over to the Army by 1 January 1957.

The Department of the Air Force would still be responsible for the completion of funding of projects under construction at the time of the transfer. The Department of the Army would be responsible for justification and funding of any modification of projects under construction and for new projects that might be required after the assumption of command.

Since the enlisted students would be sent to Wolters on permanent change of station, it was decided, in the interest of economy, to transfer the 4-week preflight officer candidate school training being conducted at the Army Aviation School to Camp Wolters. The transfer was to be effective with the establishment of contract training at Wolters, with the first pre-flight class scheduled to begin in November 1956. The shifting of courses was designed to provide maximum utilization of facilities and minimize travel and temporary duty (TDY) costs. On 21 June 1956, the Department of Defense approved the guidelines which had been submitted jointly by the Army and the Air Force. A Department of the Army message on 22 June constituted authority to implement the transfer.⁸

On 1 July, Army training at Spence Air Force Base was terminated and the two classes in residence were transferred to Gary Air Force Base to complete their primary fixed wing training. In the short time that Spence Air Force Base was used, 128 Army students completed their primary training.⁹

As a result of the assumption of training responsibility by the Army, it became necessary to move primary helicopter training for rated pilots from Gary Air Force Base to Fort Rucker while negotiations were completed for the Army take over of Wolters Air Force Base. Wolters Air Force Base passed to Army control on 1 July and officially became Camp Wolters. The first primary rotary wing pilot course conducted under Army sponsorship began at Fort Rucker on 13 July 1956. Because of a shortage of rotary wing instructor pilots, the Army began to look for new sources of qualified helicopter pilots. The Marine Corps permitted the resignation of twenty-four pilots who were accepted in the Army as chief warrant officers. The men reported to Fort Rucker in early August and were given an accelerated course as rotary wing instructor pilots.

Camp Wolters became the U.S. Army Primary Helicopter School on 26 September 1956. A contract was negotiated with Southern Airways Company to provide flight instruction, ground

school instruction, and the maintenance of government aircraft and equipment at the school. During August and September, twenty-seven civilian instructor pilots were sent to Fort Rucker for standardization training. Problems of support for the course and the orderly transfer of equipment and training aids involved the Fourth Army and the Army Aviation School under the guidance of CONARC.¹⁰

The phase-out of Air Force activity at Gary Air Force Base—which was redesignated Camp Gary—and the phase-in of instruction by contract was completed by December. Camp Gary officially became an Army installation on 15 December. Five classes were canceled to facilitate this transfer, and the first contractor supported course started in January 1957. CONARC transferred the responsibility for the conduct of Phase I and Phase II of the Army Aviator Transport Pilot Course from the Commandant, Army Aviation School, to the Commanding General, Fourth Army. The latter was directed to establish a contract school for this training at Camp Wolters. A contract was negotiated and training under this new arrangement began on 26 November.¹¹ To support this course, H-23 helicopters were moved from Fort Rucker to Camp Wolters.

On 7 January 1957, the first class began training at Camp Gary with W. J. Graham and Sons, Inc. conducting primary fixed wing flight instruction. A staff of twenty-two officers and twenty-two enlisted men were responsible for the military operations and provided quality control of the contractor's job performance. By 1 July 1959, 2,151 student pilots had successfully completed primary training.¹²

On 29 January 1957, the Department of the Army informed CONARC that the requirements for warrant officer pilots and student inputs into Camp Wolters were being reduced because of rescheduling and reduction in the number of helicopter units. The Department of the Army requested that CONARC consider the feasibility of transferring some of the training from the Army Aviation School to Camp Wolters to ensure that the training load commitments at Camp Wolters were maintained. To meet this requirement, CONARC requested that Fourth Army and the Army Aviation School consider conducting the primary phase of the Army Helicopter Aviation Tactics Course at Camp Wolters and the tactics phase at Fort Rucker. When the Army Aviation School objected to this split, CONARC informed the Department of the Army on 26 March that the mission of training one-half of the scheduled input into the course for FY 1958 would be transferred from Fort Rucker to the Primary Helicopter Training Unit at Camp Wolters. This vertical rather than horizontal split of the course satisfied the objections of the Army Aviation School.¹³ Both Camp Wolters and Fort Rucker continued to conduct primary helicopter training until 1958. The last primary class trained at Fort Rucker graduated on 6 September 1958, at which time the entire course was consolidated at Camp Wolters.¹⁴

On 20 April 1959, the Department of the Army directed that CONARC inactivate Camp Gary by 30 September 1959, and terminate all Army aviation training there not later than 30 June. The Army Aviation School, in conjunction with Third and Fourth Armies, Camp Gary, and CONARC, had previously prepared and obtained Department of the Army approval of a plan for the transfer of primary fixed wing training to Fort Rucker. There were 988 Active Army

officers either on orders or programmed for fixed wing training between the cut-off class at Camp Gary and 30 June 1960. The Army Aviation School only had an FY 1960 input capability of 780 officers. It was anticipated by the Department of the Army that this consolidation of training would save the Army approximately \$2 million annually.¹⁵

The last fixed wing primary class in residence at Camp Gary moved to Fort Rucker where students received the remainder of their advanced training. Camp Gary was inactivated on 30 September 1959. Most of the instructor pilots from Camp Gary moved to Fort Rucker along with approximately 190 L-19 aircraft. On 11 September, the first primary fixed wing class with seventy-eight students began training at Lowe Army Air Field with the Hawthorne School of Aeronautics conducting the primary phase of training. The contractor conducted both the officer Fixed Wing Aviator Course and the Fixed Wing Qualification Course.¹⁶

Army Aviation Unit Tactical Training

On 19 October 1954, OCAFF had recommended to the Department of the Army that two Army Aviation Unit Training Commands (AAUTC) be established in two phases. These AAUTCs had the mission of activating and training aviation companies. Phase I would utilize the commander and staff of an assigned headquarters and headquarters detachment, transportation helicopter battalion, as the commander and staff of the AAUTC. During Phase II, a separate TD unit would be established. OCAFF recommended that one command be established at Fort Sill for single rotor training and one command at Fort Riley for tandem rotor helicopter and transport airplane training.¹⁷

On 6 December, the Department of the Army stated that personnel shortages prevented the establishment of TD units, but recommended that the mission be assigned to the 71st Transportation Battalion at Fort Riley and the 45th Transportation Battalion at Fort Sill, CONARC assigned the training mission to the 71st Transportation Battalion on 24 January 1955. On 31 May, CONARC directed that Fifth Army establish a Provisional Training Command at Fort Sill by using the 45th Transportation Battalion and a TD augmentation of fourteen officer and enlisted spaces provided by the Department of the Army.¹⁸

The AAUTC at Fort Sill was activated and became operational on 1 July 1955. H-19s and H-34s were used at this center. Slippage of helicopter production at the Sikorsky plant during the first half of fiscal year 1956 created a shortage of aircraft at the Fort Sill AAUTC. This slippage seriously curtailed the AAUTC's training mission because it delayed transition flight training for a large number of pilots. CONARC recommended to the Department of the Army that the assignment of flight personnel be scheduled to coincide with the actual delivery of aircraft and also took action to divert some of the pilots at Fort Sill to duty with exercise SAGE BRUSH.

The AAUTC at Fort Riley became operational on 18 February 1955, although it was not formally organized until 1 August. This AAUTC used H-25 and H-21 helicopters and U-1A OTTERS. Production slippage on the U-1As, due to a labor strike at the de Havilland plant, delayed development of the U-1 training program.¹⁹

In early April 1956, CONARC noted that warrant officer cargo helicopter pilots, upon completion of training at the Army Aviation School, were not properly prepared for duty in a helicopter company. It was estimated that by the end of fiscal year 1957, twenty-five companies would be operational. The normal assignment for new helicopter pilots would be as replacements in operational companies. To prepare the graduate to serve as a replacement, it was necessary that action be taken to revise the current course to include familiarization training to the degree necessary to qualify the graduate as a co-pilot in a cargo helicopter and to permit him to continue flight transition in a company training program.

CONARC desired that the change be made with the establishment of the civilian helicopter training program. Limited experience in helicopter transition training at Fort Riley indicated that the warrant officer graduate would qualify for a cargo helicopter more rapidly by going directly from the reconnaissance to the cargo helicopter and omitting training in the utility helicopter. The Army Aviation School was considering that procedure in the preparation of a study to provide the following information by 15 May 1956: amount of flying time in the cargo helicopter which was required to familiarize the graduate only to the degree necessary to act as copilot in H-21s or H-34s and to be capable of continuing training under a company training program; the time during the 12-week basic training phase when the cargo helicopter would be introduced; the amount, type, and schedule of equipment required to support the revised training program; the amount of lead time required to implement training on receipt of the equipment; personnel impact, if any, of the program recommended; and the estimated increase in costs and where these costs could be included in the FY 1957 budget.²⁰

Revision in Helicopter Company Activation Schedule

The aviation training requirements placed on CONARC intimately related to the aviation unit activation schedule. In August 1952 the Chief of Staff of the Army had approved the organization of twelve helicopter battalions. This program was modified in the following years, but it did provide the basis on which the aviation training program was developed.

Early in 1956, one class of the H-34 Helicopter Pilot Transition Course had to be canceled because of a shortage of H-34s at Fort Sill and the urgent need for completion of training newly activated and organized helicopter companies. Organizations which had quotas canceled were authorized to transition pilots into H-34s if qualified instructor pilots were available locally.²¹

Originally twenty-one rotary wing companies had been scheduled for activation by the end of FY 1956. Shortages of equipment—mainly resulting from delays in deliveries of H-34s—and training facilities resulted in a stretch-out of the training schedule. Deliveries of the H-34s were back on schedule by the third quarter of FY 1956, but the limited training facilities precluded overcoming the delay in training new companies. By the end of FY 1956, fourteen rotary wing companies had been activated.²²

On 18 January 1956, the Deputy Chief of Staff for Operations, Department of the Army, directed that CONARC review a revised schedule for the activation of helicopter companies. CONARC did not agree with the Department of the Army proposed program due primarily to

facility limitations at Fort Riley and on 10 March forwarded its own activation and stationing program based on facilities capabilities.

Meanwhile, on 10 February, the Department of the Army directed CONARC to take necessary action to ensure that construction requirements, based upon the Department of the Army's proposed helicopter stationing plan, were included in the FY 1958 MCA program of the CONUS armies to provide airfield facilities. CONARC recommended that planned stationing of helicopter units at Forts Ord and Polk be deferred until hangar and shop space was constructed, and that special consideration not be given to aviation facilities for FY 1958, but be left to the discretion of the CONUS army commanders. On 12 April, the Department of the Army requested CONARC comments on a revised helicopter stationing schedule which incorporated previous CONARC recommendations. CONARC submitted its concurrence, in general, with the Department of the Army program and further stationing recommendations on 14 May. On 15 June, the Department of the Army forwarded the activation and deployment schedule of transportation helicopter battalions and the aviation unit activation and stationing schedule.²³

On 18 September 1956, a conference was held at CONARC with Col. H.D. Edson, the Deputy Director of Army Aviation, and other Department of the Army staff representatives, to discuss several problems regarding the transportation helicopter program. Three major subjects were discussed at the conference. Deficiencies existed in and mitigated against the attainment of the objectives of the program involving aviation unit activation and the stationing schedule. Short range requirements had to be determined for transportation helicopter unit support during the remainder of FY 1957. Finally, consideration needed to be given to projected unprogrammed future requirements established in regard to ROTAD and the SKY CAV tests and the impact of these requirements upon the Army aviation and transportation helicopter unit programs.

The Army Aviation Unit Training Commands at Fort Riley and Fort Sill were unable to organize, activate, train, and deploy fixed wing tactical transport and transportation helicopter units in accordance with the activation and stationing program due to a lack of trained personnel. Among the major requirements for helicopter support was the ROTAD organization, training and testing of the 101st Airborne Division, and the support of the division during Exercise JUMP LIGHT. It was also necessary to provide organic TOE aircraft and aviation personnel on an assigned basis to the 101st Airborne Division to ensure the division's full operational capability by 1 March 1957. Finally, helicopter support of the SKY CAV II test unit, which was to be provisionally organized and trained at Fort Polk as of January 1957 was an additional requirement.

Projected and unprogrammed new requirements for aircraft, pilots, and maintenance personnel for the new organizations were estimated at approximately 900 aircraft of all types, 900 additional fixed and rotary wing pilots, and 1,500 maintenance personnel. These new and unprogrammed requirements superimposed on the current lagging program indicated that a complete review and revision of the aviation and helicopter programs was essential.

As a result of the conference, on 28 September CONARC recommended to the Department of the Army that the current activation program for Army aviation and transportation helicopter

units be temporarily suspended. CONARC also recommended that a new program be developed with consideration given to requirements for equipment and trained personnel to support an accelerated activation and testing program for new units. CONARC requested at the same time that action be taken to provide necessary cargo helicopter support for Exercise JUMP LIGHT, the SKY CAV II test in Exercise SLEDGE HAMMER, and to provide aircraft and aviation personnel to the 101st Airborne Division to ensure full operational capability upon its assumption of the Western Hemisphere reserve mission.

The Department of the Army reply on 25 October failed to fully support the CONARC recommendations. Pending the completion of a revised Army Aviation Plan, the Department of the Army agreed to temporarily suspend the activation schedule. The revised activation schedule coincided with scheduled aircraft production receipts and output of pilot personnel. It was recognized that men and equipment might be diverted on occasion from assignment to new units. The Department of the Army considered such diversions preferable to the transfer of men and equipment from units in the process of formation.

On 26 November, CONARC reminded the Department of the Army of the immediate requirements and commitments for transportation helicopter units for which there were no adequate means of support. A conference in Washington on 4 November between Lt. Gen. Clyde D. Eddleman, the Department of the Army DCSOPS, and Lt. Gen. Edward T. Williams, the Deputy Commanding General of CONARC, reached several decisions regarding specific units which to a great extent met CONARC's requirements.

On 7 December, another conference with Department of the Army representatives was held at Fort Monroe on 7 December to determine a system of priorities for the allocation of light cargo helicopters to support the reorganization of airborne and armored divisions to the ROTAD and ROCAD organization structure and to support the activation of Field Artillery Atomic Support Commands. CONARC recommended that priority for the assignment of light cargo helicopters and allied personnel should be established to support the reorganization of divisions and the activation of Atomic Support Commands. In the event that the activation of additional helicopter companies and helicopter field maintenance detachments competed with these reorganizations and activations for personnel and equipment, CONARC recommended that the activation of the helicopter companies and helicopter field maintenance detachments competed with these reorganizations and activations for personnel and equipment, CONARC recommended that the activation of the helicopter companies should be delayed accordingly. CONARC also recommended that the activation of additional helicopter companies should be accomplished at the two existing Army Aviation Unit Training Commands to take maximum advantage of these existing and experienced organizations.²⁴

On 5 March 1958, the Department of the Army recommended the discontinuance of the Army Aviation Unit Training Commands at Forts Riley and Sill due to a reduction in the number of aviation units required under the FY 1959 troop structure. CONARC concurred in this proposal on 14 April and recommended that the Fort Riley AAUTC be discontinued on or about 30 June and that the Fort Sill AAUTC be discontinued on or about 31 December. CONARC requested

retention of the 45th and 71st Transportation Battalions for support of the Fourth and Fifth Army aviation programs. On 3 June, the Department of the Army informed CONARC that it planned to reduce the TD augmentations of the Headquarters and Headquarters Detachments, 45th and 71st Transportation Battalions, by sixty-seven military and six civilian spaces. The effective reduction dates were in the first quarter and second quarter of FY 1959 respectively.²⁵ The mission of conducting individual training was transferred to the Army Aviation School at the beginning of FY 1959.

Growth of the Army Aviation School

Formal aviation training had begun at the Field Artillery School during World War II. When the rapid growth of Army aviation began during the Korean conflict, the U.S. Army Aviation School was officially established on 1 January 1953 at Fort Sill as a Class I activity under the Commanding General, Fourth Army. Congestion and inadequate facilities at Fort Sill led to the selection of Camp Rucker as the permanent school location in 1954. The Army Aviation School completed the transfer from Fort Sill to Camp Rucker during the last half of 1954.

Organization

Within the concept guidance furnished by CONARC, the Army Aviation School developed doctrine, organization, procedures, tactics, and techniques relating to the operation and employment of Army aviation, up to and including the Army Aviation Group, in joint and unilateral operations, airborne operations, and amphibious operations. The school instructed and trained officers, warrant officers, and enlisted men of all components, branches, and services of the Army in the functions of Army aviation, and in the relationship of Army aviation between branches and services within the Department of Defense. Instruction included normal employment, capabilities, and limitations of Army aviation at all levels. The school also conducted, coordinated, and supervised instruction in flight training of officers, warrant officers, and enlisted men in primary, basic, and advanced flight training in fixed and rotary wing aircraft and such other specialized flight courses as might be required.

In addition to its training mission, the Army Aviation School developed Army aviation doctrine, tactics, logistics, and techniques. It assisted in the development of Army aviation equipment and prepared statements of requirements for new equipment or improvement of existing equipment. The school developed proposed organizations as directed by CONARC. It evaluated and made recommendations on Army extension course revisions as directed; administered the Army extension course aviation program, and assisted in the development and production of training aids.²⁶

The Army Aviation School was organized with the usual Commandant, Assistant Commandant, and Office of the Secretary. The Aviation Medical Advisor provided technical advice and conducted training on matters pertaining to aviation medicine. The Combat Development Office provided for early integration of the latest concepts of Army aviation organizations, equipment, doctrine, tactics, techniques, and procedures into the Army structure. Among the functions of the office was the development, revision, and evaluation of

doctrine, tactics, techniques, organizations, and equipment as they affected Army aviation. The office determined new requirements concerning equipment, materiel, and new systems. It monitored troop testing of organization, tactics, techniques, and materiel. The office also supervised and coordinated feasibility tests of organization and equipment assigned to the Army Aviation School for that purpose.

Upon the movement of the Army Aviation School from Fort Sill to Camp Rucker in 1954, the Director of Instruction was established as the principal assistant to the assistant commandant. The Director of Instruction planned, supervised, and coordinated all resident and nonresident instruction, arranged for special training of students, staff, and faculty, and formulated instructional standards.

The Department of Fixed Wing Training conducted flight training in fixed wing aircraft and academic instruction for fixed wing and rotary wing students. The Department of Rotary Wing Training conducted all flight training in rotary wing aircraft.

The Department of Tactics prepared, conducted, and presented advanced, intermediate, and basic level instruction in organization and tactical employment of Army aviation units. Among the department's functions was the preparation and conduct of field exercises, demonstrations, and special presentations in support of instructional activities.

The Department of Maintenance conducted personnel training of all components of the Army in subjects relating to pilot maintenance phases of instruction and enlisted maintenance courses designed to support rotary and fixed wing aircraft.

The Department of Publications and Nonresident Instruction was responsible for the preparation, editing, and revision of Department of the Army type publications and special texts pertaining to Army aviation; the preparation of extension courses; and the publication of the *U.S. Army Aviation Digest*. It was also responsible for the storage and distribution of training publications and instructional material for the Army Aviation School, including requirements for issue to outside agencies and nonresident students.

Operations

During the first few months of operations at Camp Rucker, fixed wing training fell behind schedule primarily due to a lack of facilities. Only Ozark Air Field was available on the post, necessitating the use of civilian airfields. By mid-1955, engineers had completed three fixed wing stage fields and ten surfaced strips. Following these improvements, fixed wing training began to meet the programmed schedule. By late 1955-1956, thirty-seven off-post tactical strips had been constructed on leased property. The first field exercises were conducted from makeshift field strips located on the post. In March 1955, two large tactical sites were opened and field exercises improved.

A class of twenty-five officer and warrant officer candidates, which had begun training in October 1954, was the first rotary wing class at Camp Rucker. This class graduated on 30 April 1955. The first Army Helicopter Aviation Tactics Course class reported to Camp Rucker on 11 January, having received primary helicopter training from the Air Force at Gary Air Force Base.

As more aircraft arrived at Camp Rucker, heliports were established in abandoned motor parks. By mid-1955, the flight training was confined to three small stage fields. The school consequently selected various off post tactical sites for use in rotary wing training and began negotiations with the Mobile District Engineer to acquire training sites. With a shortage of instructors and inadequate facilities, flight training fell behind schedule. Despite a 6-day week, classes remained behind schedule until the fall of 1955. Late in 1955, negotiations began to acquire real estate for off post tactical sites and the first was made available to the Department of Rotary Wing Training early in 1956.²⁷

The Army Aviation Center was authorized forty utility helicopters for aviation training during FY 1956. On 28 July 1955, the center requested that the Department of the Army furnish seventy-four additional utility helicopters to support the program of instruction and to provide the POI Flight Section with three flyable aircraft daily. The need for the additional utility helicopters was based on a new training program that would be initiated due to the CONARC approved program of instruction for Phase III of the Army Helicopter Aviation Tactics Course. On 24 February 1956, CONARC stated that if certain additional factors were met the requirement could be reduced from 74 to 48 additional aircraft or a total of 92 utility helicopters.

This reduction could be made only if there was strict Department of the Army cooperation with the implementation of the CONARC policy of disapproval of any loan of aircraft or support of any Army aviation demonstration which would seriously interfere with training. Revision of contractual negotiation procedures would be necessary to permit the Army Aviation School to negotiate a civilian maintenance contract more favorable to the Army. An improved supply of spare parts was also required.

Utility helicopters needed for the training mission assigned to the Army Aviation School by CONARC were included in a proposed revision of TA 60-4, with the following bases of issue: 1 per 1.26 students for the Cargo Helicopter Pilot Course, 1 per 1.77 students for the Basic Flight Training course, and 2 per Army Aviation School (class 012 or 26). The proposed authorization was concurred in by the Chief of Transportation.²⁸

In September 1957, Lowe Army Air Field at Fort Rucker was completed. The new field had a modern flight instructor building, maintenance hangers, fire stations, control tower, and four 2,000 foot runways. At this time, all fixed wing flight training moved to Lowe Army Air Field with the exception of the instrument flights which continued to use the Ozark facility. In early 1959, the Department of Primary Fixed Wing Training was formed at Fort Rucker and located at Lowe Field, while advanced contact training moved to Cairns Army Air Field, the former Ozark Army Air Field. On 6 June 1959, the first class of rated officers began a fixed wing qualification course. Previously, warrant officers had been limited to rotary wing training. A prerequisite for selection for the course was that pilots have a minimum of 350 flying hours.

On 5 October 1959, the Department of Rotary Wing Training of the Army Aviation School moved into its new home at Hanchey Army Air Field. With ample parking space, maintenance facilities, and modern classrooms located on the field, the department was centralized for the first time. By this time, the department had complete control of the eastern portion of the Fort



Ozark Army Airfield, Fort Rucker, 1955. The field was renamed Cairns Army Airfield in 1959.

Rucker reservation and had expanded off-post with one stagefield and sixty-five tactical training sites. On 24 July 1961, another modern stagefield was acquired.

The roles and missions being assigned to Army aviation and development of new hardware and tactics pointed out the need for an Army Aviation Staff Officers Course. The first class started on an 8-week program of instruction on 23 October 1957 and was composed of twenty senior company grade and field grade officers. On 24 October 1960, the length of the course was changed to six weeks, with an average input of thirty-five officers per class. On 12 January 1962, the course was reduced to three weeks.

The Department of Rotary Wing Training organized the H-37 transition course in 1957, with the first class beginning on 8 July 1957. On 1 April 1959, it was necessary to organize a transition course of the UH-1A. In 1962, the CH-21 transition course was organized with the first class beginning on 6 July 1962. The Army's acceptance of the CH-47A helicopter necessitated a transition course which was established on 29 April 1962.

The Army Aviation School submitted an initial staff study to CONARC in May 1959 which recommended, among other things, that an aerial gunnery program be established at the school. In August 1959, CONARC indicated that the recommendations were premature, but directed the school to keep the matter under review. The study continued throughout 1960, with the

Department of Tactics reviewing troop test results and making liaison visits to nearby installations in an effort to locate adequate range facilities and training areas. In the fall of 1960, the Rogers Board recommended that aerial gunnery training using machine guns, missiles, and rockets be incorporated into the Rotary Wing Aviator Course beginning in FY 1963.

The school prepared another staff study on aerial suppressive fire which was submitted, along with a proposed program of instruction, on 27 July 1961. The Army Aviation School received the mission to train twenty-six officers on the UH-1B/SS-11 missile system, with training to begin on 1 February 1962. During the next few months, programs of instruction and lesson plans were written, training areas located, and instructor pilots trained. On 12 September, CONARC informed the school that the SS-11 project would be delayed, but that preparations should continue.

During the second week of October 1961, the school received a commitment to train six officers in observation helicopter machine gunfire techniques. Another crash program was set in progress preparing for the class. Training was scheduled to be completed prior to Christmas 1961, but the class was delayed until early 1962, and the first Rotary Wing Machine Gunners Instructor Course was not graduated until 20 April. Then the Department of Tactics again turned its attention to SS-11 training. The first special course began on 28 May 1962 with eight students graduating on 8 June. The first training class in the UH-1B/XM-6 system graduated on 28 September.²⁹

Training Developments

By 1955, the Army aviation program had gone through a significant expansion. In addition to the regular flight and maintenance training programs being conducted, additional training requirements became necessary. A milestone in the history of Army aviation was the 1955 program to train senior officers as Army aviators. For the aviation program to continue to expand it was imperative that it have the highest caliber of senior leadership. Another vital concern impacting on expansion was the provision of an instrument flight capability.

Courses for Senior Officers

On 16 February 1955, the Department of the Army advised CONARC that plans had been developed to annually train from nine to twelve senior colonels as aviators to give the program depth and prestige. The scope, purpose, and course length were to be recommended by CONARC. The Army Aviation School and CONARC prepared a recommended 35-week course consisting of 25 weeks of fixed wing and 10 weeks of rotary wing training. The first class, consisting of twelve colonels and lieutenant colonels, started training on 6 September 1955.³⁰

During FY 1956, a requirement was established for a course of instruction to acquaint senior Army officers with pertinent aspects of Army aviation personnel, organization, and procurement problems, doctrine, tactics, and employment techniques, capabilities and limitations, training considerations, and research and development trends. Officers taking the course had to be

assigned to a position which required knowledge of the subject matter covered in the course. The first class, originally canceled because of undersubscription by Army commands, got underway on 5 February 1956.³¹

Mountain Flight Training for Army Helicopter Pilots

The Chief of Transportation on 2 June 1955 advised CONARC that funds and training spaces had been provided for eighteen Army aviators to take a 4-week course in helicopter operations in mountain terrain. The course was conducted by Okanagan Helicopter Limited, Vancouver, British Columbia. CONARC allocated these spaces to instructor pilots at the Army Aviation School and the Army Aviation Unit Training Commands at Fort Sill and Fort Riley. In efforts to evaluate the training, the students were required to submit critiques of the course. Based upon student comments, CONARC directed the Commandant, Army Aviation School, to study the subject of high altitude mountain flying techniques, and if appropriate, submit to CONARC recommended changes in helicopter pilot training courses and publications reflecting these techniques. In September 1956, CONARC asked Fifth Army about the feasibility of using Fort Carson as a helicopter mountain training site. One suggestion by CONARC was the assignment of a helicopter mountain training command mission to the helicopter company which was scheduled to be stationed at Fort Carson.³²

Instrument Training

The Army Aviation School in December 1954 had begun investigating helicopter instrument flying. In March and April 1955, an evaluation was conducted of the H-19 and H-25 helicopters. Stability characteristics varied between the single rotor H-19 and the tandem rotor H-25, and the H-19 proved to be more stable in straight and level flight. It also had less tendency to pitch, roll, and yaw. Another factor was that excessive vibrations on the H-25 instrument panel during climbs, descents, autorotations, and airspeed transitions caused instrument interpretations to be difficult. The H-19 was determined to be the more suitable instrument trainer and was the only helicopter used in the early months of the program.³³

The first helicopter instrument class began on 3 May 1955. The students were selected at random from the H-19 instructor pilots at the school and were scheduled to become instrument instructors.

A CONARC study revealed that approximately 2,000 Army aviators had to be instrument qualified at the beginning of FY 1956 to meet the requirements of SR 95-15-5. On 8 June 1955, CONARC outlined to the Department of the Army an instrument training program to train 540 aviators per year until the backlog was eliminated. On 26 June, the Department of the Army indicated that no funds were available, but requested that plans be prepared to include training and TDY costs, the agency to conduct the training, the type of aircraft to be used, and the number of personnel per class. In October, the Department of the Army provided guidelines indicating the FY 1957 budget limitations in travel, per diem, training costs, and number of students. The information was forwarded to the CONUS armies to be used in the revision of plans previously submitted for possible implementation during FY 1957.³⁴

The Department of the Army approved the CONARC plan in October and provided the necessary budgetary guidelines. The CONUS armies had indicated that fixed wing instrument training could be conducted by contract within existing budget guidelines. CONARC requested that the Department of the Army advise it of any funds available from the FY 1957 budget.³⁵

Another part of the test and evaluation program conducted by the Army Aviation School consisted of the Instrument Helicopter Experimental Course, which began on 26 March 1956 with fourteen students and lasted four weeks.

While experimentation continued with the ability to fly helicopters under instrument conditions, steps were taken to improve the fixed wing instrument training program. The Department of the Army, CONARC, and the Army Aviation School worked together to make all Army aviators fully instrument qualified. Additional instrument training was added to the fixed wing pilot course as a prerequisite for fully qualified instrument aviators. Civilian contract training in the CONUS armies was also conducted to reduce the backlog of unqualified pilots.³⁶

Recognizing the inadequacy of existing equipment and the urgency of the helicopter instrument requirement, the Army Aviation School and CONARC Board No. 6 agreed to join in a mutual effort to expedite the entire program. The school determined operational procedures and requirements for helicopter instrument flight while the board concurrently determined the suitability and adequacy of the equipment. CONARC approved equipping the two H-21s and two H-34s belonging to the board for instrument flight.³⁷

On 29 June 1956, CONARC requested that a special electronic and instrument configuration be provided for H-21s and H-34s for use in integrated instrument-visual flight training. This request was approved by the Deputy Chief of Staff for Military Operations, Department of the Army, with delivery scheduled for June 1957. No helicopters modified in accordance with the request, however, were available for student training at the end of FY 1958. Vigorous follow-up action showed that engineering change proposals and contract change notices were not negotiated to incorporate these requirements in current production H-21s and that retrofit kits would have to be installed. An engineering change proposal for modification of the H-34s was received at the Department of the Army during February 1958 and was not approved in time to ensure delivery during the calendar year. The Army Aviation School capability was limited to eight students per class until additional equipment was available.³⁸

Despite the equipment shortages, the Army Aviation School had continued to press the development of helicopter instrument flight. On 7 May 1957, it had reported to CONARC that up to that date there had been approximately 2,635 hours of simulated instrument flight time flown and approximately 126 hours of actual flight. The actual flights were conducted by H-19, H-25, and H-34 helicopters, an H-19 being the first helicopter to be flown under actual instrument conditions on 19 January 1956. The Army Aviation School requested that Army regulations be revised to allow the operation of helicopters under instrument conditions. A set of proposed changes were drawn up by the school and submitted for approval on 19 May 1958. Generally, they involved the rewording of regulations to include helicopters in a number of existing regulations. Specifically, the proposals requested that rotary wing take-off minimums

be made lower than those applied to fixed wing aircraft and also that helicopters be allowed lower minimums at destination and alternate airports. Most of these changes were approved in late 1958.

By mid-1958, CONARC had approved a helicopter instrument flying course and the first class began on 14 July. Immediately following the graduation of this class, a helicopter instrument examiner course was established and the graduates began training on 22 September.³⁹

Army ROTC Flight Training Program

At a Department of the Army conference on 29 November 1955, a CONARC representative was advised of an immediate requirement for a tentative plan to initiate flight instruction as part of the ROTC program. CONARC developed such a plan and presented it to the Department of the Army on 21 December. The plan was used as a basis for a Department of the Army briefing of the Senate Armed Services Committee in January 1956. Public Law 879, 84th Congress, established authority to initiate and conduct the Army ROTC Flight Training Program during school year 1956-1957.

CONARC planned to implement the Army ROTC Flight Training Program in selected institutions as soon as practicable in FY 1957. Selection of institutions for the program was based on the following criteria: best qualified; wide geographical spread throughout the United States; the availability of a Civil Aeronautics Administration approved flying school in close proximity to the institution; and budgetary limitations.

The Army ROTC Flight Training Program was offered on an extracurricular basis and did not alter the prescribed ROTC program. The following criteria applied to the selection of students for the program; enrolled in Military Science IV ROTC instruction and scheduled to graduate in one academic year; volunteer for flight training; parental or guardian approval obtained in writing; pass a Class I physical examination; pass a flight aptitude test; agree to volunteer for Army aviation training and assignment while on active duty; agree to an extended period of active duty (three years) or two years subsequent to completion of the Army Aviation School, whichever was the shorter period; and have an academic standing the upper half of the class.⁴⁰

Due to unforeseen difficulties encountered in negotiating contracts and completing physical examinations, only twenty-five of the selected institutions elected to commence the program during the first year. From these institutions, 464 applications for flight training were received. Of this number, 162 were disqualified for physical reasons. A total of 202 students successfully completed the course prior during the 1956-1957 school year. A quota of 800 had originally been allocated by the Department of the Army.

A survey of interested students, conducted in the spring of 1957, indicated that the Department of the Army quota of 650 for the 1957-1958 school year would not be met unless the number of participating institutions was increased. During the period June to December 1957, ten more were authorized, bringing the total to fifty-eight participating institutions.

Successful completion of the ROTC Flight Training Program prepared ROTC seniors to qualify for private pilot's licenses, though receipt of such a license was not considered by the

Army as a requirement for successful completion of the course. Graduates of the program were qualified, following completion of officer basic branch courses, to attend the Army Primary Flight Training Course at Camp Gary. The program created a pool of Army pilots which might be used in the event of national emergency.⁴¹

In the summer of 1958, the CONARC training memorandum on the Army ROTC Flight Training Program was revised, coordinated with the Civil Aeronautics Board and the Civil Aeronautics Administration, and published. The new memorandum removed the requirement for a specific number of hours to be devoted to the various subcourses of the in-flight training, giving the flight instructor more flexibility in the conduct of the course. The number of hours for in-flight instruction was increased from thirty-six and one half to thirty-nine and one half when considered necessary to improve the flying proficiency of the student. The memorandum also authorized further expansion of the program as deemed necessary by the CONUS army commanders to ensure a sufficient base to fulfill assigned quotas. CONARC retained final approval of all schools entering the program.⁴²

Ten additional institutions, including the University of Alaska, were authorized to conduct the program during FY 1959. This brought the number of institutions participating to sixty-nine. An evaluation of reports on the progress of the Army ROTC Flight Training Program indicated that fifty-six institutions participated in the program in 1957-1958, and 436 students successfully completed the course of instruction. Reports of performance of graduates attending the Primary Fixed Wing Course at Camp Gary indicated that only 4 percent of the graduates of the program failed to successfully complete this course during their active duty tour. The quota for the program during school year 1958-1960 was reduced to 450 students.⁴³

During school year 1958-1959, sixty-six institutions actually participated in the program, producing 349 completions with commissions and 133 completions who were not commissioned, due primarily to failure on their part to meet requirements for a baccalaureate degree. The majority of these were later commissioned upon completion of their academic requirements. Due to the success of the program, the Department of the Army increased the student quota to 500 spaces for school year 1961-1962 and to 600 spaces for school year 1962-1963.⁴⁴

Endnotes

Chapter XIII

1. Memo, Sec of the Army to Sec Def, 22 Nov 54, subj: Transfer of Residual Aviation Training of Army Personnel from Air Force to the Army.
2. (1) Memo, Asst Sec Def to Dep Sec Def, 21 Jan 55, subj: Transfer of Residual Aviation Training of Army Personnel from the Air Force to the Army. (2) DA ACofS G-3 Army Avn Div, Summary of Major Events and Problems, FY 55, p. 2 (TOP SECRET—Info used is UNCLASSIFIED).
3. CONARC Summary of Major Events and Problems, FY 55, Vol. VI, G-3 Sec Tng Div Sp Tng Br, p. 14.
4. Ibid., FY 56, Vol. II, G-3 Sec Tng Div Sp Tng Br, pp. 5-6.
5. *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, p. 6.
6. (1) Memo, Dep Sec Def to Secs Army and Air Force, 19 Apr 56, subj: Responsibility for the Conduct and Administration of Army Aviation Training. (2) CONARC Summary of Major Events and Problems, FY 56, Vol. VI, G-3 Sec Tng Div Sp Tng Br, Jan-Jun 56, pp. 2-4. (3) DADCSOPS Army Avn Dir, Summary of Major Events and Problems, FY 56, p. 1 (TOP SECRET—Info used is UNCLASSIFIED).
7. (1) Ltr OPS AV OR 7, DA to CONARC, 2 May 56, subj: Transfer of Responsibility for Army Aviation Training, and 1st Ind ATTNG-TNG 322.011, 9 May 56. (2) CONARC Summary of Major Events and Problems, FY 56, Vol. VI, G-3 Sec Tng Div Sp Tng Br, Jan-Jun 56, pp. 4-5.
8. (1) Departments of the Army and Air Force Agreements on General Guidelines for the Transfer of Responsibility for the Conduct and Administration of Army Aviation Training, nd. (2) CONARC Summary of Major Events and Problems, FY 56, Vol. VI, G-3 Sec Tng Div Sp Tng Br, Jan-Jun 56, pp. 5-7.
9. *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, p. 6.
10. (1) *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, pp. 10-11. (2) Tierney and Montgomery, *The Army Aviation Story*, pp. 97-98. (3) DA GO 29, 11 Jul 56.
11. (1) CONARC Summary of Major Events and Problems, FY 57, Vol. II, Avn Sec, Oct-Dec 56, pp. 7-8. (2) DA GO 53, 10 Dec 56.
12. *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, p. 6.
13. (1) Ltr OPS AV OR-1, DA DCSOPS to CONARC, 29 Jan 57, subj: Helicopter Training Requirements—Camp Wolters. (2) Msg ATAVN 3150, CONARC to Third and Fourth Armies and Army Avn School, 5 Feb 57. (3) Msg AASAC 2-1, Army Avn Center to CONARC, 111700Z Feb 57. (4) Msg ATAVN 3282, CONARC to Third and Fourth Armies and Army Avn School, 042127Z Mar 57. (5) CONARC Summary of Major Events and Problems, FY 57, Vol. II, Avn Sec, Jan-Jun 57, p. 2.
14. *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, p. 11.
15. (1) CONARC Summary of Major Events and Problems, FY 59, Vol. III, Army Avn Sec, Jan-Jun 59, p. 12. (2) DF, Army Avn Sec to CofS, 26 May 58, subj: Transfer of Fixed Wing Training. (3) DA DCSOPS Dir of Army Avn, Summary of Major Events and Problems, FY 59, p. 1 (TOP SECRET—Info used is UNCLASSIFIED).
16. (1) CONARC Summary of Major Events and Problems, FY 60, Vol. V, Army Avn Sec, Jul-Dec 59, p. 5. (2) *History of the US Army Aviation Center and School, 1954-1964*, p. 7. (3) Tierney and Montgomery, *Army Aviation Story*, pp. 91-93. (4) DA GO 29 Jul 59.
17. CONARC Summary of Major Events and Problems, FY 55, Vol. II, G-3 Sec Doc & Req Div, Jul-Dec 54, p. 6.
18. (1) Ltr ATTNG-TNG 322(S), CONARC to Fourth Army, 31 May 55, subj: Advanced Transport Aviation Training. (2) CONARC Summary of Major Events and Problems, FY 55, Vol. VI, G-3 Sec Tng Div Sp Tng Br, Jan-Jun 55, p. 16, and Vol. V, G-1 Sec Manpower Control Div, Jan-Jun 55, p. 4.
19. (1) Ltr ATTIS 322, CONARC to Fourth and Fifth Armies, 29 Jun 55, subj: Activation of Army Aviation Unit Tactical Training Commands. (2) CONARC Summary of Major Events and Problems, FY 56, Vol. II, G-3 Sec Tng Div Sp Tng Br, Jul-Dec 55, pp. 7-8.
20. Ltr ATTNG-TNG 352 (Army Avn Sch), CONARC to Army Avn School, 5 Apr 56, subj: Integration of H-21 and H-34 Flight Transition in Cargo Helicopter Pilot Course.

21. Ltr ATTNG-TNG 452.1, CONARC to DA DCSOPS, 18 Jan 56, subj: Shortage of Helicopters for Training Purposes at Fort Sill.
22. DA DCSOPS Army Avn Dir, Summary of Major Events and Problems, FY 56, p. 1 (TOP SECRET—Info used is UNCLASSIFIED).
23. CONARC Summary of Major Events and Problems, FY 56, Vol. VI, G-3 Sec P&O Div Ops Br, Jan-Jun 56, pp. 13-14.
24. (1) Ltr ATTNG-P&O 360(S), CONARC to DA DCSOPS, 28 Sep 56, subj: Army Aviation and Transportation Helicopter Program, w/4 ind. (2) Ltr, Lt Gen Edward T. Williams to Lt Gen Clyde D. Eddleman, 26 Nov 56. (3) CONARC Summary of Major Events and Problems, FY 57, Vol. III, G-3 Sec P&O Div Ops Br, Jul-Dec 56, pp. 4-5.
25. (1) CONARC Summary of Major Events and Problems, FY 58, Vol. II, Avn Sec, Jan-Jun 58, p. 1. (2) DA DCSOPS Dir of Army Avn, Summary of Major Events and Problems, FY 58, p. 1 (TOP SECRET—Info used is UNCLASSIFIED).
26. This section is based on Organization and Functions Manual, US Army Aviation School, 29 Oct 58.
27. *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, pp. 6, 10, 15.
28. CONARC Summary of Major Events and Problems, FY 56, Vol. VI, G-3 Sec Org & Equip Div, Jan-Jun 56, pp. 36-37.
29. *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, pp. 7, 11, 15-16.
30. CONARC Summary of Major Events and Problems, FY 56, Vol. II, G-3 Sec Tng Div Sp Tng Br, Jul-Dec 55, pp. 3-4.
31. (1) CONARC Summary of Major Events and Problems, FY 57, Vol. II, Avn Sec, Oct-Dec 56, p. 8. (2) *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, p. 6.
32. (1) CONARC Summary of Major Events and Problems, FY 56, Vol. II, G-3 Sec Tng Div Sp Tng Br, Jul-Dec 55, p. 4. (2) Msg 25193, CONARC to Fifth Army, 072016Z Sep 56.
33. (1) Tierney and Montgomery, *Army Aviation Story*, pp. 102-103. (3) *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, p. 11.
34. CONARC Summary of Major Events and Problems, FY 56, Vol. II, G-3 Sec Tng Div Sp Tng Br, Jan-Dec 55, p. 5.
35. (1) Ibid., FY 56, Vol. II, G-3 Sec Tng Div Sp Tng Br, Jan-Jun 56, pp. 7-8. (2) Ltr ATTNG-TNG 353, CONARC to DA DCSOPS, 13 Jun 56, subj: Instrument Training for Army Aviators.
36. (1) Tierney and Montgomery, *Army Aviation Story*, p. 104. (2) Ltr OPS AV OR-6, Maj Gen Hamilton H. Howze to CG CONARC, 7 Sep 56, subj: Instrument Training (Army Aviation). (3) Ltr, General W.G. Wyman to Lt Gen Thomas F. Hickey, CG Third Army, 13 Nov 56.
37. Ltr ATBG-DG 452.1, CONARC Board No. 6 to CONARC, 15 Jun 56, subj: Request for Equipment for Helicopter Instrument Flight.
38. CONARC Summary of Major Events and Problems, FY 58, Vol. II, Avn Sec, Jan-Jun 58, p. 17.
39. (1) Ltr AASRW 360.02, Army Avn School to CONARC, 7 May 57, subj: Feasibility of Helicopter Instrument Flight. (2) Tierney and Montgomery, *Army Aviation Story*, pp. 105-106. (3) *History of the US Army Aviation Center and Army Aviation School, 1954-1964*, pp. 11-12.
40. (1) CONARC Summary of Major Events and Problems, FY 56, Vol. II, G-3 Sec RC Div, p. 6. (2) CONARC Summary of Major Events and Problems, FY 57, Vol. III, G-3 Sec RC Div, p. 4. (3) Ltr ATTNG-RC 353, CONARC to CONUS Armies, 18 Aug 56, subj: Army ROTC Flight Training Program.
41. (1) CONARC Summary of Major Events and Problems, FY 57, Vol. IV, G-3 Sec RC Div, Jan-Jun 57, p. 6. (2) CONARC Summary of Major Events and Problems, FY 58, Vol. III, G-3 Sec RC Div, Jul-Dec 57, pp. 4-5.
42. CONARC Summary of Major Events and Problems, FY 58, Vol. IV, G-3 Sec RC Div, Jan-Jun 58, p. 9.
43. CONARC Summary of Major Events and Problems, FY 59, Vol. IV, G-3 Sec RC Div, Jul-Dec 58, pp. 6-7, and Vol. V, G-3 Sec RC Div, Jan-Jun 59, pp. 5-6.
44. (1) CONARC Summary of Major Events and Problems, FY 60, Vol. III, G-3 Sec RC Div, Jul-Dec 59, pp. 44-45. (2) CONARC Summary of Major Events and Problems, FY 62, Vol. III, DCSOPS RC Div, Jul-Dec 61, p. 7.